

Memorandum

Tab 38

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 20, 2014

Reference No.: 2.2c (5)
Action

From: ANDRE BOUTROS
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
MITIGATED NEGATIVE DECLARATION FOR THE BART HAYWARD MAINTENANCE
COMPLEX PROJECT (RESOLUTION E-14-41)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) and Addendum for the San Francisco Bay Area Rapid Transit District (BART) Hayward Maintenance Complex Project (project) in Alameda County and approve the project for future consideration of funding?

RECOMMENDATION:

Staff recommends that the Commission accept the MND and Addendum and approve the project for future consideration of funding.

BACKGROUND:

BART is the CEQA lead agency for the project. The project is located adjacent to the existing maintenance station situated on the BART Access Road from Sandoval Way to just south of Whipple Road in the Cities of Hayward and Union City in Alameda County. This project will expand BART maintenance and storage facilities by acquiring three adjacent parcels, improving and/or reconstructing warehouse buildings and constructing additional storage tracks for up to 250 vehicles to serve an expanded BART fleet resulting from the Silicon Valley/San Jose system expansion projects.

On May 26, 2011 BART adopted the final MND and found that the project would not have a significant effect on the environment after mitigation. On September 21, 2011, the Federal Transit Administration determined the project to be categorically excluded from NEPA pursuant to 23CFR771.117(d). Since approval of the MND in 2011, project design was modified to reflect demolition and reconstruction, rather than renovation, of the building that will serve as the Component Repair Shop. The design modification was made to ensure higher seismic standards for the Component Repair Shop and to better meet long term revenue service goals. BART prepared an Addendum to evaluate whether the project design modification would result in any new or

substantially more adverse significant impacts or require any new mitigation measures not identified in the 2011 MND. On May 9, 2013, BART adopted the Addendum to the 2011 MND and certified that the project will not have a significant effect on the environment with the mitigation identified.

Impacts that require mitigation measures to be reduced to a less than significant level relate to Aesthetics/Visual Quality, Air Quality, Biological Resources, Cultural Resources, Greenhouse Gas Emissions, Hazards & Hazardous Materials, Hydrology & Water Quality, Noise, and Transportation. Mitigation measures include, but are not limited to: tree surveys, replacement of protected trees, and replacement of trees that screen views of industrial buildings; construction phasing to reduce air emissions and dust control measures during construction; wetland avoidance and protection, restrictions on tree or shrub removal to avoid nesting birds, pre-construction nesting bird surveys and measures to reduce harm to nesting birds; avoidance of discovered cultural resources or human remains and measures to reduce harm; implementation of construction-related greenhouse gas emissions best management practices; pre-construction site assessment for hazardous materials and remediation of contamination as needed prior to construction; stormwater drainage system design and implementation of best management practices; construction of sound walls, installation of building insulation for sensitive receptors as needed, implementation of construction noise best management practices, implementation of vibration reduction technology for train operations and practices to reduce construction vibration impacts; and phasing of construction, development and implementation of a traffic management plan as well as reconfiguration of the Maintenance Complex entrance on Whipple Road to reduce traffic impacts.

On July 22, 2014 BART confirmed that the preferred alternative set forth in the final environmental document is consistent with the project scope of work programmed by the Commission.

The project will be constructed in two phases and is a component of the larger BART Silicon Valley/San Jose system expansion projects. The Hayward Maintenance Complex project is estimated to cost \$432,933,000 and is fully funded through construction with STIP (\$50,440,000), HSPTB Proposition 1A (\$78,639,000) and Local (\$303,854,000) funds. Construction is estimated to begin in fiscal year 2014/15.

Attachments

- Resolution E-14-41
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 04 – Alameda County Resolution E-14-41

- 1.1 WHEREAS**, the San Francisco Bay Area Rapid Transit District (BART) has completed a Mitigated Negative Declaration and Addendum pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- Hayward Maintenance Complex Project
- 1.2 WHEREAS**, BART has certified that the Mitigated Negative Declaration and Addendum have been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 WHEREAS**, the project will expand BART maintenance and storage facilities by acquiring three adjacent parcels, improving and/or reconstructing warehouse buildings and constructing additional storage tracks for up to 250 vehicles to serve an expanded BART fleet resulting from the Silicon Valley/San Jose system expansion projects; and
- 1.4 WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Mitigated Negative Declaration and Addendum; and
- 1.5 WHEREAS**, BART found that the proposed project would not have a significant effect on the environment; and
- 1.6 WHEREAS**, BART approved the Final Mitigated Negative Declaration and Addendum.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Final Mitigated Negative Declaration and Addendum and approve the above referenced project to allow for future consideration of funding.

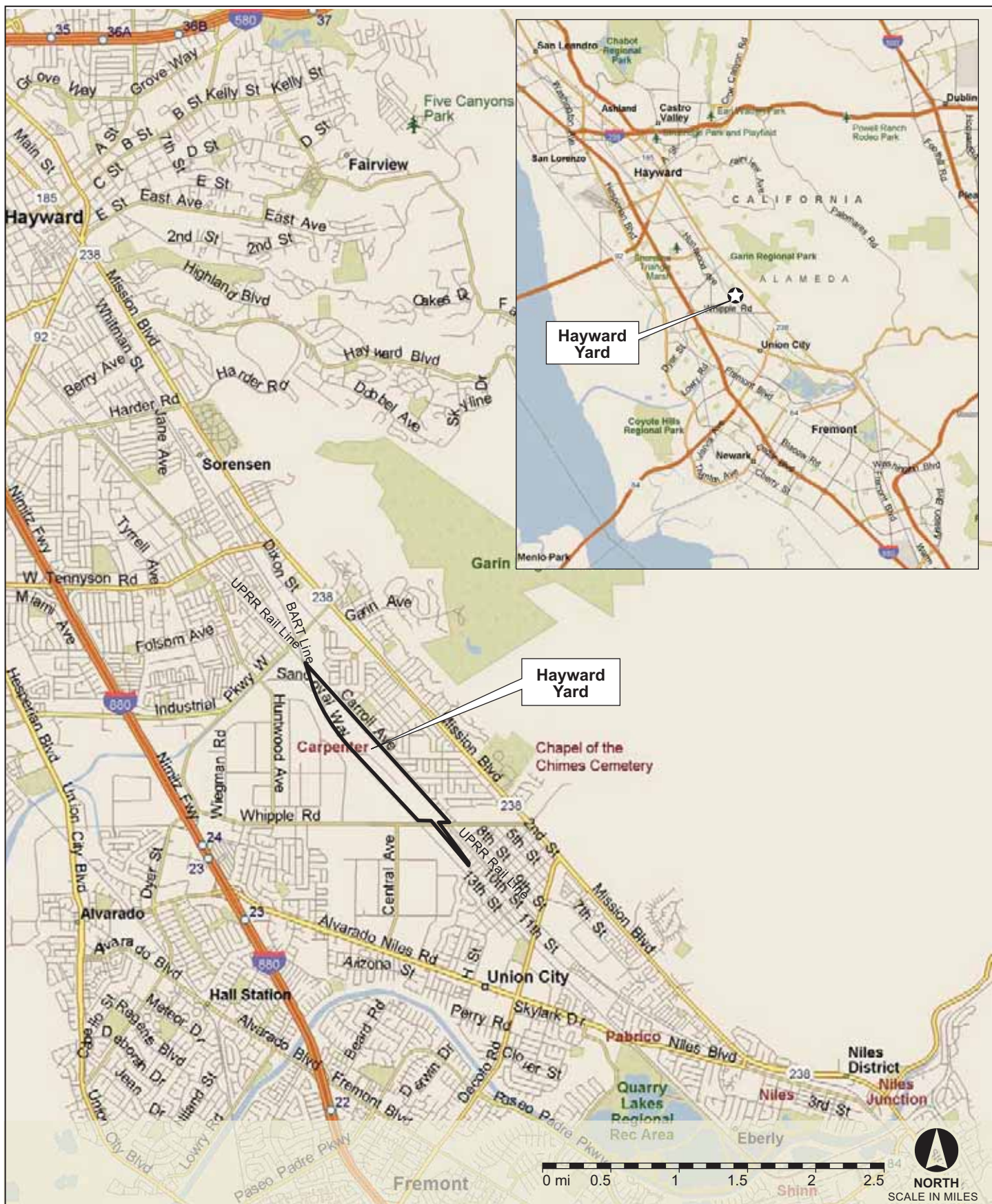


FIGURE 2
Project Location

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Source: Microsoft Streets and Trips, 2009.

Hayward Maintenance Complex Project IS/MND